

# THE RIO NEWS.

PUBLISHED EVERY MONDAY.

VOL. XVI.

RIO DE JANEIRO, OCTOBER 28TH, 1889

NUMBER 43

## Official Directory

UNITED STATES LEGATION.—157, Rua das Laranjeiras. ROBERT ADAMS, Jr. Minister.  
BRITISH LEGATION.—Travessa de D. Manoel, No. 8. GEORGE H. WYNDHAM, Minister.  
AMERICAN CONSULATE GENERAL.—No. 75, Rua dos Ourives. O. H. DOCKERY, Consul General.  
BRITISH CONSULATE GENERAL.—No. 8, Travessa de D. Manoel. E. NICOLINI, Acting Consul.

## Church Directory

CHRIST CHURCH.—Rua do Evaristo da Veiga. Divine Service every Sunday at 11 a.m. and on the 2nd and 4th Sundays in each month at 8 p.m.  
H. MOSLEY, M. A., Chaplain.  
N. B.—All notices should be sent to ALBERT ALLEN, Clerk, No. 6, Rua Humaita.  
METHODIST EPISCOPAL CHURCH.—Largo do Cattede. English services: Sunday School at 10 a.m. preaching at 11.30 a.m. on Sundays, and at 7.30 p.m. on Wednesdays.  
J. S. MATTHEW, Pastor.  
Residence: Rua Laranjeiras No. 96.  
Portuguese services: Sunday School at 10 a.m., preaching 11.30 a.m. and 7.30 p.m. Sundays, prayer-meeting, 7.30 p.m. Tuesdays.  
SEVERO PEREIRA, Pastor.  
Residence: Rua Fernandes de Guimaraes No. 24.  
PRESBYTERIAN CHURCH.—No. 14 Travessa da Barroca. Services in Portuguese at 11 o'clock a.m., and 7 o'clock p.m., every Sunday; and at 7 o'clock p.m., every Wednesday. Sunday school at 10.30 a.m.  
BAPTIST CHURCH.—Rua do Conde d'Albuquerque, No. 122. Services in Portuguese every Sunday at 11 o'clock a.m. and 7 o'clock p.m., and every Wednesday at 7 o'clock p.m. Sunday School at 10 o'clock a.m.  
W. D. BAGBY, Pastor.  
Residence: Rua de Petropolis No. 2.  
IGREJA EVANGELICA LUTHERANA.—No. 175, Rua de S. Joaquin. Services in Portuguese at 10 o'clock a.m., and 6 o'clock p.m., every Sunday; and at 7 o'clock p.m., every Wednesday. Sunday school at 10.30 a.m.  
RIO SEAMEN'S MISSION AND READING ROOM.—Open daily, No. 89, Rua da Misericordia. Divine Service on Sundays and Wednesdays at 7 p.m. Sailors free and easy on Tuesday evenings at 7 p.m. Gifts of papers, books, left off clothing, etc., may be sent to the above address, or the Missionary will gladly call for them.  
THOMAS HOOPER, Missionary.  
AMERICAN BIBLE SOCIETY.—General agency at No. 79, Sete de Setembro, 2nd floor.  
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at No. 71, Rua Sete de Setembro, Rio de Janeiro.  
BRITISH BENEVOLENT SOCIETY.—Subscriptions are earnestly solicited. Communications should be addressed to the Hon. Secretary—D. ROBERTS, Caixa No. Correo, 75.

## Traveller's Directory

### RAILWAYS.

DOM PEDRO II.—Through Expresses: Central train leaves Rio at 5.15 a.m.; arrives at Barra do Piraí 7.12 a.m., Entre Rios 9.32 a.m. and Itaboraí (terminus) at 11.12 a.m. São Paulo train leaves Barra at 6 a.m. arrives at Barra at 8.15 a.m. and Cachoeira, where passengers for São Paulo must change. From Barra Rio train leaves at 10.02 a.m. arriving at Porto Novo da Cunha at 11.45 a.m. Donward train leaves Barra at 5.15 a.m. Cachoeira (São Paulo branch) 11.50 p.m. Porto Novo train leaves Barra at 5.10 p.m. São Paulo train arrives in Rio at 6.45 a.m. and the Central train at 8 p.m.  
Limited Express, leaves Rio at 7 a.m.; arrives at Barra at 10.25 a.m. Entre Rios at 12.25 p.m. and Mariano Procopio (terminus) at 6.25 p.m. São Paulo branch leaves Barra at 11.30 a.m. and arrives at Cachoeira at 6.25 p.m. From Barra Rio train leaves at 3.15 p.m. and arrives at Porto Novo at 6.05 p.m. Donward train leaves Barra at 5.10 a.m. Cachoeira 5.50 p.m. and Porto Novo 5.50 a.m. arriving in Rio at 7.50 p.m.  
Mixed Trains, leave Rio at 8.30 and 9.20 a.m. 3.15 and 5.30 p.m. first goes to Entre Rios arriving at 8.03 p.m. second and third to Barra arriving at 9.10 a.m. and 3.55 p.m. and third to Belém arriving at 7.30 p.m. Donward train leaves Barra Rio at 4.30 a.m. arriving at Barra 6.17 and Rio at 3.20 p.m. leave Barra at 4 and 5.30 a.m. arriving in Rio at 9.15 a.m. and 11.15 p.m. and leave Belém at 5.10 a.m. arriving in Rio at 7.50 p.m.  
Night service: Train leaves Rio at 10 p.m. every Friday, arriving at Barra at 12.30 p.m. and Porto Novo at 5 a.m. Donward train leaves Barra Rio at 10.50 p.m. every Monday, arriving at Barra at 3.15 and 5.15 p.m. Cachoeira at 12.25 p.m. arriving at São Paulo at 6.40 p.m. Donward train leaves São Paulo at 6.00 a.m. and arrives at Cachoeira at 12.08 p.m. where passengers change to the D. Pedro II line.  
LEOPOLDINA R.R.—For Nova Friburgo train leaves Niterói at 7.10 a.m. and 12.35 p.m. arriving at 10.41 a.m. and 6.12 p.m. Donward train leaves Nova Friburgo at 6 a.m. and 3.05 p.m. arriving at Niterói at 11.25 a.m. and 6.12 p.m. For Monte Alegre train leaves at 7.10 a.m. and 1.15 p.m. passengers changing at Porto das Caixas, and at 1.15 p.m. arriving at 1.25 and 7.08 p.m. From Monte Alegre train leaves at 5 a.m. and 3.05 p.m. arriving at Niterói at 11.25 a.m. and 6.12 p.m. Every day leaves the station, Praça de D. Pedro II, about one hour before the departure of the trains from Niterói.  
CORCOVADO R.R.—Trains leave the station at Corcovado Vello, Laranjeiras, at 6.30, 8.30 a.m. and 12 m., 3 and 5.30 p.m. returning from Pinheiros at 7.30, 10.30 a.m., 3.45 and 8 p.m. On Sundays and holidays leave at 6.30, 8.30, 11 a.m., 12.30, 3.45, 5.30, 7.30, 10.30 a.m., and 3.45, 5.30, 7.30, 10.30, 11.35 a.m., 1.35, 3.45, 5.30, 7.30, 10.30, 11.35 a.m.  
RIO DE JANEIRO & NORTHERN RAILWAY.—Trains leave the central station D. Pedro II railway at 6.30 a.m. and 5 p.m. Sundays and week-days, arriving at Petropolis at 9.45 and 7.25 p.m. respectively. At the S. Francisco Xavier station of the D. Pedro II railway to the Northern line. Steamers for Petropolis leave the Largo da Pinha at 4 p.m. on week-days and 7 a.m. on Sundays and holidays arriving at 6.05 and 9.15. Donward train leaves Petropolis at 6.05 and 7.30 a.m. and at 3.30 p.m. week days and at 6 a.m. and 4 p.m. Sundays and holidays.

## Libraries, Museums, &c.

BRITISH SUBSCRIPTION LIBRARY.—Rua dos Ourives, No. 53, 1st floor.  
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.  
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ouvidor.  
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da Constituição.  
GABINETE PORTUGUEZ DE LITURGA.—No. 12, Rua Luiz de Camões.

## Medical Directory

William J. Fairbairn, Dr. of Medicine (M. D.) of the University of Edinburgh; Licentiate of the Royal College of Surgeons of Edinburgh; Licentiate of the Midwifery of the Royal College of Surgeons of Edinburgh; Licentiate of the Imperial College of Medicine of Rio de Janeiro, by examination, etc., etc. Office: No. 99, Rua 1ª de Março, 12 to 3 p.m.; residence 49 Rua de Humaita.  
Dr. W. Havelburg, Physician, Surgeon and Accoucheur; formerly of Santos, and recently from an extended visit to Europe. Office: Rua da Alfândega No. 29, from 2 to 4 p.m.

## Hotels.

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# THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOURÉUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

Subscription: 20,000 per annum for Brazil.  
\$10.00 in £3 abroad (24 when paid here)

SINGLE COPIES: 400 reis; for sale at the office of publication, or at the English Book Store, No. 49 Rua do Ouvidor.

All subscriptions should run with the calendar year

EDITORIAL AND PUBLICATION OFFICES:—  
79, Rua Sete de Setembro.

Subscription and advertisement accounts will be received by

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RIO DE JANEIRO, OCTOBER 28th, 1889.

WHEN one considers the physical character of Chili—a narrow strip of habitable territory between the snow-clad Andes and the ocean—and then considers the active, enterprising character of the people who inhabit that country, perhaps a key will be found to the mystery which is perplexing everyone over the meaning of the extraordinary reception given to the Brazilian corvette *Almirante Barroso* in Valparaíso, and the still more extraordinary reception given to the *Almirante Cochrane* in this port. Neither Valparaíso nor Rio de Janeiro are strangers to visits from the naval vessels of foreign countries, and when so exceptional a reception is given one of them it must be with some purpose. It is generally explained that the courtesies extended to our Chilean visitors is on account of their unbounded courtesies and hospitalities to the Brazilian officers in Valparaíso, but this will hardly explain the official attentions accorded them, and the unusual efforts made to entertain them. Since the *Almirante Cochrane* dropped anchor in this port there has been no intermission in the attentions offered to the Chilean officers. There has been an unending procession of commissions and societies going on board to offer their compliments, and there has been constant entertainments on shore in their honor. And to crown all, the government is to give them a grand ball on Ilha Fiscal, the like of which has never been known. Of course, it may be only a bit of idle guess-work, but if Chili were meditating an extension of territory beyond the Andes and in the direction of Bolivia, and if Brazil wished a good ally in an effort to resist possible aggressive movements on the part of the Argentines, nothing would be more natural than that they should seek to cultivate each other's friendship. Chili has recently emerged successfully from a war with Perú, in which a considerable accession of territory was gained. An extension of territory further north on the Pacific coast would not add materially to the strength of the country, while such an extension into the heart of the continent would not only be a source of wealth and strength, but it would give Chili a position of great advantage over the one country in South America which inspires a feeling of rivalry and hostility. If Chilean ambition has not already fixed upon that enterprise, it certainly will do so at no distant day in the future, and then an alliance with Brazil will be of incalculable advantage. On the part of Brazil there may be no desire for an

extension of territory, but there is an ever-present fear that the Argentines may at any moment pounce upon either Uruguay, or Paraguay, in which case Brazil would have to interfere. We shall now expect to see the Argentines playing a strong counter game by cultivating closer relations with Bolivia, and hastening their northern railways to the Bolivian frontier.

THE inspector of the custom-house will doubtless agree with us that the traveller is always a source of considerable revenue, particularly at points where transfers are made. During recent years, the through travel between the River Plate and the United States requiring a transfer at this port has been noticeably large, and it is our impression that it is steadily increasing. This transfer generally necessitates delays from one day to a week in this city, and the visitors naturally spend a great deal of money during that time. In view of this fact, it is clearly good policy for the authorities to remove every unnecessary obstacle from the free movements of such visitors, and from the transfer of their baggage from one steamer to another. Unfortunately this policy does not prevail, as we have before stated; instead of facilitating transfers the customs authorities seem to take particular pains to place every obstacle in the way of the traveller and to subject him to all the annoyances that the average official can invent. Travellers wishing to pass the night on shore have been denied the privilege of taking a bag with night clothes and toilet articles on shore with them—a precaution without cause and without any possible justification. Then when they stop here to take another steamer, their baggage is treated as though the voyage terminated in this port, so that when they seek to embark again they find it extremely difficult to get the baggage transferred without subjecting it to a regular examination. We have ourselves spent a full day in getting such transfers made, and even then at a cost which is excessively burdensome and exasperating to the majority of travellers. On one occasion within our experience a party of travellers, inexperienced boys, came very near losing their steamer because of the wholly unnecessary deposit of their baggage in the custom-house (they were told by *guardas* and steamship people that it must be done) and then the formalities and delays of getting the inspector's permission to remove it. And it is only a few days since when two American ministers passing through here for the River Plate were subjected to the same delays and annoyances. The result of these unpleasant experiences is that many people are making their journeys between the River Plate and United States by way of Europe, in order to avoid these vexations and expenses. We have known of a considerable number of such cases, and we have met a still larger number who say that they will never change ships in the port of Rio de Janeiro again. In view of this, and of the losses resulting from such a diversion of travel, the inspector ought to make some better arrangement for the storage and transfer of baggage in transit. The custom-house certainly has room enough to store such baggage, and certainly a few of the present formalities might be laid aside in the transfer. The customs gain nothing from this transfer, while the city will gain largely if it is made easy. As the case now stands the custom-house of Rio de Janeiro is gaining a very undesirable reputation among travellers, and this wholly without cause or profit.

It would appear from the complaints coming in from the coffee districts that there is again a great scarcity of labor. Although the country is full of able-bodied

men and women who have neither property nor employment, and although more than two hundred thousand immigrants have been received since the abolition of slavery, it seems that there are not laborers enough to carry on the necessary work in these three neighboring provinces. The state has been importing laborers for their special needs, and has been loaning money to them at about one half the current market rates to help them over all their financial difficulties, but still they are in trouble! Now what is the difficulty? There surely is no lack of people whose circumstances are those of laborers, for out of the twelve millions within the limits of this empire probably not over half a million are property owners, professional and commercial men and regular employes in some established occupation or industry. The great mass of the population is composed of mere idlers and parasites. Perhaps the estimate of those employed may be small, but it may be doubled and still show an extraordinary proportion of non-producers. In view of this, the problem is not how to make the few producers pay for the support of the planters and this great mass of idlers, nor how to obtain a greater influx of immigrant laborers, but it is rather that of how to make the idlers and vagabonds work. This is really a serious problem. No nation can be really prosperous while so great a proportion of its population produces nothing. No nation can make any substantial progress as long as its agricultural industries are dependent upon the public treasury for special loans, a supply of labor and various other favors. The state may keep such an agricultural class from bankruptcy, but it can do so only at the expense of commerce and tax-paying industries. Moreover, it is the common experience that such aids never yield any lasting general benefit. It may be asked, therefore, if some other and better recourse is not contemplated for the improvement of the situation. Instead of importing laborers, or loaning money to improvident planters, why not force this immense population of idlers into some productive occupation? Let it be ordered that the army shall be recruited from recognized vagrants and idlers; let mendicancy be rigorously prohibited; and let adequate laws be at once passed for the settlement of undivided estates and for the sale of public lands lying about cities so that squatters may be driven into some wage-earning occupation for support. It can not be denied that the laws and customs of the country are distinctly favorable to the protection and encouragement of vagrancy. The underlying sentiment in this is charity—but it is a false charity in nearly all its aspects. Then again, the state, and the planter also, should seek to make the laboring men small land-owners and settle them on detached farms in the neighborhood of the large plantations. This will make the laborer a fixture throughout the country, and will provide an extra force of men for the busy season without compelling the planters to support them when there is little to do. This is an expedient which can easily be tried, for it will cost only the expenses for surveys and roads. There is no reason why such a measure should not succeed, provided the government and the planter work together to treat the poor man considerately and honestly. The failure to keep the laborers on the plantations shows that they are not so treated at the present time.

WITH all due respect for the opinions of our colleagues for and against "plurality of emission," we are constrained to call attention to one very important fact, which appears to be forgotten—the question is already settled by law. It is not a flattering

commentary on the writers and public men of Brazil that a law adopted barely one year ago, and promulgated by a decree and instructions (*regulamento*) only in January last, should be so quickly set aside, and that it should be generally admitted that the minister is entertaining doubts as to the advisability of restricting the issue of notes to bearer to one bank. If a legislative act, duly signed and promulgated, has any legal effect in Brazil, than the minister of finance has no choice whatever in the matter. He is legally bound to execute the law, and he can no more exercise the discretion popularly attributed to him than he can reverse the operations of the abolition law. If now our colleagues will turn back to the *Diário Oficial* of January 8th and read the *regulamento* promulgated for the execution of the law of November 24th, 1888,—which *regulamento*, if we are not mistaken, was drawn up by the present minister of finance—it will be seen that "plurality of emission" is not only authorized by law, but is unavoidable so far as the minister himself is concerned. If the banks meet all the requirements fixed by the law, the minister is bound to honor their applications for the privilege of emitting bank notes up to a certain limit. And this is all the more unavoidable as the law fixes the maximum emission of any one bank, which can not exceed 20,000,000\$ against the deposit of government bonds, or 60,000,000\$ when issued against coin. Article I of this *regulamento* provides that the total deposit of government bonds shall not exceed 200,000,000\$, of which 100,000,000\$ are reserved for the banks of this capital, and the other half for the provinces. Article III provides, also, that "no company" will be permitted to deposit a sum exceeding 20,000,000\$, which not only determines the limit for any bank in this city, but, in our opinion, obstructs any design to exceed that maximum through branches in the provinces. Under these articles at least five banks can demand the privilege of emission in this city. Through some inexplicable inconsistency, however, the alternative provision for the organization of coin reserve banks (Article VI) permits the deposit of coin to the same aggregate amount as that provided for bonds, viz., 200,000,000\$, and then authorizes (§ 1) the issue of notes to three times that amount. Against the deposit of government bonds the issue is restricted to 200,000,000\$, but against coin reserves—kept in the banks' own safes—the issue may be 600,000,000\$, or nearly three times the present issue of currency, which the majority of our colleagues have called excessive. The relative standing of the banks, however, is not in the least altered by this alternative, for the same article (Art. VI, § 1) expressly stipulates: "These companies (coin reserve banks) shall be exempted from the deposit (bonds) of which Art. I treats, but for them remains in force the dispositions of that same article, as well as those of II, III and IV, both as to the maximum and minimum of the capital of each one, and with reference to the total emission, which shall not exceed the triple of 200,000,000\$." The maximum issue for this city becomes 300,000,000\$ therefore, and for each separate bank 60,000,000\$. Whether it is right or wrong, proper or improper, safe or dangerous—that is the law, and the minister is bound to obey it. It makes no difference whether the press approves it or not; they should have discussed the question at the proper time. No one bank can legally obtain an exclusive privilege to issue notes, nor even to issue beyond 60,000,000\$, under the law as it now stands. We are not very ardent admirers of this law, nor have we much faith in the wisdom of authorising two widely different systems in the same act,

which not only discriminates against government stock and the safer method of depositing security in the national treasury for the redemption of notes, but actually permits an increase of three times the maximum of the bond-secured notes when made against coin reserves and leaves the security in the hands of the issuing corporations. The law is clearly inconsistent and defective, but such as it is it must be obeyed. It may lead to difficulties in the future, if not properly amended, but they will be nothing compared to those which will result from the exercise of an illegal discretion in favor of one bank on the part of the minister of finance.

#### BRITISH SUBSCRIPTION LIBRARY.

To the Editor of the Rio News:

Sir,—I trust you will allow me a little space in your columns to advocate in the name of the committee before English readers in Rio the claims of the above institution.

The present committee are anxious to take some steps to increase its value and develop its usefulness. At present its condition in its largest and most popular department is little less than a standing reproach. It is not more than the truth to say that half the works of such writers as Scott, Dickens, Thackeray, Lytton, George Elliot and many others of the first rank among novelists, are either missing from the Library, or are in such a state of decrepitude as renders them almost incapable of being read. It is to remedy this in the first place that the committee are anxious, in the hope that if this section of the Library is put into better order, the list of subscribers will be increased and the committee be enabled to do more justice to the intentions and ends of the Library in other directions. At present want of means is the obstacle to improvement. This can only be overcome either by a considerable addition of fresh subscribers, or by increased payment on the part of present subscribers, or else by that most unsatisfactory of all expedients, the occasional emergency call for money. The present low rate of the majority of subscriptions, unless it were accorded more universally among the English of Rio, must always render it impossible for the committee to do many things that are desirable. And one must regret that this support, so trifling as it is, should not be more generally accorded in behalf of one of the few, and what ought to be one of the most useful, English institutions of the place.

The defect that the committee propose at this moment to remedy is one that is too large for them to deal with out of their present ordinary resources. They are therefore compelled to make an appeal to the already numerous friends of the Library for special assistance. They estimate that some 500 milreis would enable them to repair the losses among the great writers of English fiction, and to put the Library, in this section of it, once more on a footing of self-respect and efficiency. The committee make themselves responsible for over one-fifth of the amount; and they believe that the public spirit of the general subscribers will enable them without difficulty to meet the rest of this very moderate appeal.

Subscriptions large or small may be entered on a list that will be opened at the Library, or will be thankfully received by the Hon. Treasurer or Secretary, or by any of the committee.

I am, Sir,

Yours faithfully,

H. MOSLEY.

Vice-President and Hon. Secretary.

Rio, Oct. 21st.

We sincerely hope that the very moderate sum mentioned by the Library committee will not only be met at once, but that it will be more than doubled. The Library belonging to the English-speaking residents of this city—for it has always included Americans as well as Englishmen among its supporters—is the result of much time and expense through a long term of years. All of the old merchants of the English and American colonies in this city have been interested in its prosperity and have contributed for its maintenance. The result is a collection of books which is certainly a credit to the men who have been instrumental in building it up. Of late years, however, the Library has been permitted to fall into a state of decay. Books have been lost and worn out, and the funds for replacing them have not been supplied. In some part this is due to the changes which our colony has undergone. The old-fashioned merchant is no longer making Rio his home; he is leaving his Brazilian business to managers, or junior partners, all younger men and less interested in building up a library, or a club, in a place which they consider their residence for only a few brief years. Then, too, they have not the funds at their disposal that their predecessors had. All these features have helped to diminish the support which the Library has been accustomed to receive. The necessities of this really creditable and useful institution, however, are steadily increasing, and we trust the foregoing appeal will arouse the English-speaking residents of the city to the need of meeting at least a part of them at once. If the whole colony will unite, it will take but a trifle from each one, and we trust that this will be the result of the appeal. We can not afford to lose this collection of books, nor to let it be ruined through neglect.—Ed. News.

From the N. Y. Commercial Bulletin, Sept. 17th.

#### SPANISH-AMERICAN TRADE.

The Spanish-American Commercial Union is showing great interest in the success of the Congress of American Nations soon to be commenced at Washington. Mr. F. G. Pierra, the secretary of the Union, has been appointed to accompany the delegates throughout the country. He expects, with the aid of the delegates, to induce the manufacturers who will be visited to organize and establish export companies as a means of giving American trade with Spanish-America an immediate stimulus. Mr. Pierra explained the plan as follows: "It is a deplorable fact that American manufacturers know nothing about the needs of Spanish-American trade. If we were to send an order to an American manufacturer to send a certain amount of miscellaneous goods suitable for such and such a country, I know by experience that they would all be wrong; while, on the other hand, the English and Continental manufacturers make a special study of the needs of the South American countries, also of the methods of transportation, and, as a result, when we send an order to them the goods are just what are wanted. Now, we are going to endeavor to some extent to correct this trouble by getting the manufacturers to form export organizations and put men at the head of them who know what the South American trade needs, and I have great hopes that when I accompany the delegates to the International Congress to the different manufacturers, I will be able to show the latter the need of forming an organization. The organization, without going into tedious detail, would involve the establishment of a head office in New York, to be under the management of a responsible man who is thoroughly up in Spanish American affairs. Branch offices should then be established at Buenos Ayres, Rio Janeiro, Lima and all large centres of South America and the West Indies. At all these offices each manufacturer will have a full set of samples, and consequently buyers can go and pick out exactly what they want, which can be immediately ordered for them. That is the plan in brief, and while I have no doubt that American trade with Spanish-America would gradually grow without it, nevertheless this would form an immediate stimulus to the American trade."

Mr. Pierra believes that the trip will take about eight weeks. The officers in charge of the delegates' excursion have made very elaborate plans. They have carefully selected the best institutions

in each particular line of manufacture. There will be a little duplication. At Fall River, for instance, attention will be devoted altogether to the print works; in Williamette, the thread works will be visited to the exclusion of everything else, and in Meriden the visitors will be asked to inspect the American system of making cutlery. Lynn, Mass., has been chosen as the representative shoe town, Lawrence for its carpet manufacturers, and Manchester, N. H., for its cotton mills. The plan for the largest cities will be somewhat different. Three days will be spent in Boston, and it is expected that the municipality and business associations will arrange a programme. The desire is expressed at the State Department to give the visiting delegates some impression of our social and political conditions as well as those which are strictly industrial and commercial. Their attention will be invited to the comfortable homes of the working men and the middle classes, and they will be shown both reformatory and educational institutions. No stop will be made in New York when the delegates pass through here on the 3d of October, and no plans have as yet been perfected for visiting the metropolis. It will not be left out, however. It is quite likely that the delegates will come here during the holidays. The Conference is expected to remain in session even beyond that time, and the delegates will no doubt become quite familiar with New York by personal visits before they come here in a body.

#### PROVINCIAL NOTES.

—There were 123 deaths in Fortaleza, Ceará, during the month of September.

—The republicans appear to have elected one republican deputy from the province of Minas.

—The president of Sergipe has imposed a discount of 10% on the salaries of all public officials.

—The liberal ticket in S. Paulo for the recent senatorial vacancy is composed of Moreira de Barros, Unial and Gavião Peixoto.

—The senatorial election in São Paulo to fill the vacancy caused by the death of Senator Rodrigo Silva has been fixed for December 7th.

—The good people of Sabará, Minas Geraes, burned fireworks and made speeches on the 24th in honor of the Companhia Viagem Central do Brazil.

—There were 51 patients in the Yá small-pox hospital in July, of which 13 died. The local statistician has not yet been able to compile the returns for August and September.

—The Minas chief of police, Dr. Carlos Honório Benedicto Ottoni, who got into so much trouble and sent such long telegrams to explain matters, has resigned. He will be located in Niteroi in a justice dispensary.

—S. Paulo is trying to arrange an operatic season, in which *La Schiavo* will be given. The haritone De Anna declines to go to São Paulo, however, without being paid 1,500\$ a night, which is an advance of 50% on his Rio salary.

—The president of São Paulo has granted another year to the Sociedade Promotora de Imigração for the completion of its contract for the introduction of 60,000 immigrants. The number lacking at the present time is about 14,000.

—Our exchanges state that small-pox has broken out afresh at Macaé, province of Alagoas. This unfortunate town has suffered terribly from this disease within the past two years, and it is incomprehensible that the authorities should be so negligent as to permit it to get another start.

—On the 13th a party of 150 residents of Sacramento, Minas Geraes, wrote upon the *juz municipal*, Dr. Jacintho do Nascimento Moura, and invited him to leave the place. Through some peace-makers, violence was avoided, but it is probable that the *juz* will soon seek another residence.

—Two Italians named Bradano and Palma, the latter a grocerman, had a dispute in Campinas on the 17th. Bradano tried to establish his view of the question with a revolver shot, but the bullet went wide of the mark. Palma then sailed in with a knock-down argument in the shape of a club, and succeeded in opening a passage for good sound testimony through Bradano's skull. The latter is in a critical condition and Palma is under arrest.

—The *Correio de Santos* has subjected our credulity to a very severe test with a story about a woman living at Coromandel, who is only 40 years of age, has been twice married, and is the mother of 31 children. We are quite prepared to believe that there are thousands of people upon whose heads the suns of a hundred and fifty summers have shone, but we must draw the line somewhere! In a country where cow's milk is looked upon as a dangerous liquid, and where the tax-gatherer takes the skin off the poor when they can not afford to wear a shirt paying 180 per cent. duties to a paternal government, we are inclined to think that a family of 31 for a poor woman of 40 years is a decided exaggeration!

#### RAILROAD NOTES

—The September receipts of the Macaé and Campos line amounted to 161,839\$120. The expenditures are not published.

—The Bragança railway, S. Paulo, receives 47,716\$ on account of guaranteed interest for the half year ending 30th June last.

—The government has granted permission to the Corcovado railway directors to construct a switch above the Silvestre station, providing the timber belonging to the estate is not touched.

—The total receipts of the Mogiana line during the first half of the present year were 1,489,493\$470, and the expenditures 747,485\$315, leaving a surplus of 742,008\$155.

—By a decree of the 12th inst. the government approves the surveys for an extension of the Nazareth tramway line from Santo Antonio de Jesus to Amagosa, province of Bahia.

—The minister of agriculture has authorized the running of a water train on the Paulo Afonso line once a week because of the drought and the need of supplying laborers and stations along the road with drinking water.

—The April receipts of the Minas and Rio line were 72,639\$040, and the expenditures 42,387\$790. The taxes collected on this road for the province of Minas in the same month amounted to 38,824\$644.

—The July and August returns of the Bragança railway, province of Pará, were as follows:

	July	August
Receipts .....	6,530\$275	6,055\$555
Expenditures .....	11,014 990	13,543 380
Deficit .....	4,484 715	7,487 825

—The Petropolis train got out of steam on the 25th and had to stop on the up grade. A freight train took the exhausted passenger train in tow and brought it into Petropolis somewhat behind time. It is to be feared that the English company is not exhibiting the vigor and enterprise anticipated in its administration of this road.

—According to the recently-issued *relatorio* of the Paulista directors, the earnings of that line during the first half of the current year amounted to 2,184,245\$255, and the expenses in 846,206\$898 leaving a surplus of 1,338,038\$357. The road carried 151,456 passengers during the six months. The company has declared a dividend of 15\$900 per share.

#### RIVER PLATE ITEMS.

—The price of gold at Buenos Aires on Saturday was 217.

—The city of Rosario, Argentina, is about to be lighted by electricity.

—Counterfeit \$2 bank notes have made their appearance in Uruguay.

—The Buenos Aires gas company has decided to raise its prices 20 per cent. after the 1st prox.

—The Missions boundary convention was ratified by the Argentine Congress on the 22nd inst.

—For the six months ending June 30th the customs receipts at Montevideo were \$5,054,301 and for the whole republic \$5,256,864.

—It is reported that the new Argentine loan in London has failed. It would seem that the limit of credulity in the English investor's mind has been reached.

—Telephone communication between Montevideo and Buenos Aires was formally opened on the 14th inst. The cable is laid between Colonia and Punta de Lara.

—The Argentine Congress has authorized the purchase of a house in Rome for legation purposes, the price stipulated being \$100,000 gold. It will take an inundation of trouble to make the Argentines cut down expenditures.

—According to telegrams from Buenos Aires the Argentine government is about to celebrate contracts in Europe for 3 ironclads, 3 cruisers, 2 corvettes and 18 torpedo boats. Perhaps the news may be laid up to await confirmation.

—Our Buenos Aires exchanges call attention to the extraordinary circumstance that while the shares of the banks are quoted at double their face value in the market and pay high dividends, the notes of these same banks stand dishonored in the same market and are worth only 40 to 50 cents in the market.

—Among the Indian prisoners lately taken by Captain Alzogaray in his expedition to the interior of the Chirco has been discovered a man, much taller than any of the others, who has a strong thick beard, but besides this on each side of his forehead he has a small horn about an inch long. He has been examined by a doctor who says that the formation of the horn is similar to that of a deer. The man says that in the forest in the interior there is a tribe to which he belongs, who all have horns.

—Montevideo Express, October 13th.

—Our Platine exchanges state that the Argentine government proposes to organize six artillery regiments with 24 Krupp guns each, and to add 500 men to the coast artillery.

—It is said that great improvements have been made in the passengers quarters at the Flores Island quarantine station. However, we doubt if any one wishes to visit the place to enjoy the new improvements.

—We see by the *River Plate Times* of the 15th inst. that the director of the Oriental Telegraph company at Montevideo is somewhat stirred up over some comments of that paper on the attitude of the Brazilian government toward the cable companies. He appears to think the course pursued by Brazil is honorable, and that the cause of the Western and Brazilian company is "rotten." Perhaps if Mr. Jones were not so interested in the schemes of the director-general of the Brazilian state lines he would not be so insensible to the unjust treatment of the cable company and the serious prejudice which has been suffered here by commercial men. It is all very well to force messages over the land lines of Messrs. Capancua and Jones, but the results to ourselves are anything but satisfactory.

#### WEST COAST ITEMS.

—A telegram of the 18th says that Bolivia has borrowed 80,000 bolivianos in Valparaiso, giving the mines of Manacacha as a guarantee. One more loanhold for Chili.

—The ministerial crisis at Santiago, which has existed for some time, was definitely solved on the 24th by the organization of a new ministry under the presidency of D. Donoso Vergara, who will retain the portfolio of home affairs.

—According to a recent statement issued from the Chilean Bureau of Statistics the population of Chili aggregates 2,665,926. The Indian population is estimated at 50,000. To the census population above given the bureau adds 15 per cent. to cover omissions through negligence or ignorance, from which the actual population is computed at 3,115,815. Of males, the number given is 1,283,640, and of females 1,263,680, which would be an extraordinary equality if reliance could be placed on the figures, but it can not, owing to the negligence of the census-takers and the passive resistance of the people. The number of foreigners in 1885 was 87,077, including 34,901 Peruvians and 13,146 Bolivians in the annexed provinces of Antofagasta, Tarapaca and Tacna. Of the foreign residents 6,808 were Germans, 4,114 Italians, and 2,508 Spaniards. The numbers would have been greater if all residents born in Europe had been included; foreigners who have become naturalized are counted in the census as Chilians. One of the peculiarities of the figures is that 434 persons—211 males and 223 females—are returned as being over 100 years of age, and two of these are stated to be 150. The populations of the principal cities are as follows:—Santiago, 189,332; Valparaiso, 104,952; Concepcion, 24,180; Talca, 23,432; Chillan, 20,756; La Serena, 17,230; Iquique, 15,391; Tacna, 14,183; Curico, 10,110.

#### COFFEE NOTES

—A correspondent of the *Madras Mail* writes as follows from Wynaul under date of August 30:—At last we are enjoying a break after a most unusually long interval of uninterrupted rain. Crop prospects are moderate, or perhaps appear more so, from the fact of our having been led to expect a bumper as the result of the most magnificent blossom which has been seen for many years in the Wynaul. This, however, but very partially set, owing to the terrific drought of last hot season. When the estates have been highly cultivated, however, the crops are not bad, and, if the present prices hold, we may consider our present outlook a fairly cheerful one. It is being more and more forcibly borne upon all practical planters that high cultivation is an absolute necessity. Starving land is no true economy, and those who persist in working their estates on the old principle may expect to have them abandoned in a few years, whilst the improvement wrought in old coffee, (apparently quite worn out) by generous treatment, is little short of marvellous. I was amused to see a paragraph in your journal, quoted from Ceylon, suggesting figs planted amongst coffee as a means of preventing leaf disease. Most of our estates now-a-days are shaded by figs, the foliage of which is especially agreeable to coffee, but I have never before heard of them as a preventive of leaf disease. That is, I fancy, considered as tolerably incurable, but its evil effects may, and are—as I said before—considerably mitigated by heavy manuring. The estates generally are looking very healthy in spite of the damp troubles. Talking of coffee reminds me that my small Liberian patch has really paid its way this year. The wonderful growth and cropping of the trees has at last attracted notice, and I have regretfully had to release applications for seed from it, being unable to supply sufficient. In fact, I heartily wish I had several more acres of it in being.

—An interesting little enterprise was exposed in Santos on the 24th in the shape of stealing coffee from carts in the street in the open day. One of the men is a cartman, and as he conducted his loaded cart through the street his partner went behind, tapped the bags and appropriated the coffee. The methods employed to steal coffee by the men engaged in handling it in this city and Santos are simply indescribable.

—A Minas provincial paper, the *Tymbrubi*, gives the following news of crop prospects, but we are unable to locate the district referred to:

"The future crop is estimated very much less than the last, which in its turn was much under the crop of 1888, one of the most abundant, but sacrificed in great part by the irregularity of labor. With the recent rains the coffee plantations have taken a much more flattering appearance, being covered with heavy layers (*camadas*) of flowers, but which, in the meantime, do not give hopes of an abundant crop because the work of cleaning the ground has been made with extreme irregularity and neglect."

As there is still ample time to cut out the grass, perhaps the beautiful blossoming may still result in a good crop, in spite of our colleague's effort to discount it.

#### LOCAL NOTES

—The Brazilian court will wear mourning two months for the late D. Luiz I, of Portugal.

—Over half of the exhibitors at Paris are to receive prizes, while the remainder are all to have commemorative medals. It all helps in advertising.

—It is announced that one battalion of the national guard is ready. It has 270 men, drum and trumpet corps, and an unlimited number of officers. It is expected to be ready for exhibition on December 2.

—Seven proposals were opened at the department of agriculture on the 24th for the construction of telephone lines in this city. It looks as though the government proposes to ignore altogether the expiring company's wires.

—We take great pleasure in noting that the Club Tradentes has presented Silva Jardim with a crown of laurel for services rendered the republican cause during his trip up to Pernambuco. It is the first mark of appreciation we have seen.

—A new president has been appointed for Pará, Dr. Silvino Cavalcanti de Albuquerque. Does the government intend to reverse the action of the retiring president, Dr. Antonio Ferreira Braga, or will the question be left for an appeal to the American and British governments?

—The Washington Congress, after its preliminary organization and an opening banquet given by Secretary Blaine, adjourned on the 3rd, to meet again on the 18th inst. The delegates went to visit the West Point Military Academy on the 4th, and thence were to make an extended trip through the New England states.

—It is a source of infinite satisfaction to us to note that Capt. Miguel Ribeiro Lishko presented to the commander of the Chilean ironclad *Albatroz* Cockayne on the 24th a copy of his last work on the "removal of garbage." Nothing is now lacking to show how intimate have become the relations between Chili and Brazil.

—The minister of agriculture has advised the Companhia Telephonica that its proposition for the sale of its material is unacceptable. The company has long been imposing upon the public, and now when the government starts out to "squeeze" it in true official style there will be very little sympathy offered. The company's privilege ends this month.

—The Equitable Life Assurance Society, of New York, is opening offices at No. 71 Rua do Hospicio, and will soon be ready to begin an active insurance campaign in Brazil. The Equitable is one of the most important companies in the United States and stands deservedly high in public estimation for its integrity and the security of its investments.

—The *Journal do Commercio* says that it has been proposed to the Junta Commercial to dissolve the board of brokers in Santos because of their disagreements. All things considered, perhaps Santos will do just as well without the board. The Santos brokers explain that they themselves have asked for the dissolution of the board because of their small number.

—It is announced that Barão de Jacuquay will soon leave for Europe to superintend the construction of the four new steamers which the Companhia Transatlantica are about to order. They are to be of 4,500 to 5,000 tons each, to be able to run 18 miles an hour, and have accommodations for 300 first and second class and 1,500 steerage passengers. According to the prospectus of the company the enterprise will leave a handsome profit for the very start, but according to the opinion of experienced men there will be a heavy loss the first year and an promise of any great improvement for the second.

—Cable communication with the South has been re-opened.

—The Brazilian cruiser *Principe de Marjao* has got into quarantine at Flores Island, River Plate, for having *ber-beri* on board.

—A thief got into the Candelaria church on the night of the 22nd and took up a collection. The bell-ringer caught him as he was leaving and took an inventory of the property.

—The gas company was fined 200\$ a day during the whole of September for an insufficient stock of coal, and on the 22nd the minister of agriculture made a requisition on the company for the aggregate of these fines, 6,000\$ in all.

—The government on the 25th authorized the payment to Angelo Florita & Co., of 18,071\$ for the transportation of immigrants to this port last April in the *Bourgeois*, and 66,664\$ for the same to the port of Victoria, Espírito Santo, last February in the *Adria*.

—Although João Alvares de Azevelo Macedo wants to improve the condition of agriculture in Rio, Minas, S. Paulo and Espírito Santo, and asks only 6% on a capital of 25,000,000\$ to enable him to do it, the minister of agriculture can not be induced to see it in the same light. Agriculture must continue "unimproved."

—The Argentine minister tried to create a little diversion on the 23rd by telegraphing from Buenos Aires the news that the Argentine Congress had sanctioned the Misiones boundary convention and by felicitating the Brazilian minister of foreign affairs on the event. The bottle, however, was so full that it would not hold another drop.

—Fourteen Orocoeli Indians from Campo Largo, Bahia, have recently arrived here to petition the Emperor against the persecutions and trespasses of the whites, who are taking their lands away from them and committing outrages on their settlements. They have been nearly four months on the road and will probably go back with a tin whistle, a missionary and a promise of protection for the future.

—The *Revista de Estradas de Ferro* of this city proposes a subscription for the erection of a monument to the late Visconde de Mauá in one of the public squares of this city. Such a testimonial is unquestionably deserved, but until we hear something definite about those subscriptions raised years ago for monuments to Caxias and Osorio we shall advise our readers to keep their money in their pockets.

—After a long period of reflection the Emperor, —or, rather, the prime minister—has selected a conservative, Dr. Carlos Peixoto de Mello, as senator from the province of Minas Geraes. The triplicate list elected contained two conservatives and one republican. Although the strength of the conservatives and liberals in the Senate is very evenly divided, the prime minister prefers to strengthen the regular opposition rather than select a republican.

—On the night of the 22nd, a young scamp, a naval apprentice and deserter as well, broke into the Jockey Club rooms, in this city, and secured money and valuables to the value of 1,300\$. He then looked up some companions, deserters like himself, and they then started out to spend the money. They bought objects of value, and then hired a carriage for a grand *passage*. They were arrested on the following day and a considerable part of the stolen money recovered.

—The minister of agriculture has advised the Western and Brazilian company that it proposes to avail itself of its privilege to put a *fiscal* in its offices. As the company receives no subsidy, nor guarantee, and as the state is operating competing lines, such a step would be a gross abuse of privilege. If the director-general of the state telegraph service continues as he is now going, he will probably soon have a little diplomatic question on his hands to settle.

—The *empresario* of the Italian opera company which has been giving representations here for the last two or three months, was placed under arrest on the 24th for a design to leave the city secretly in order to avoid meeting his obligations to certain São Paulo creditors. Sig. Musella and has not been on the friendliest terms with his present company. He was taken to the "detention" to await a settlement, but was released the following day.

—Among the recent deaths of celebrated characters in this city is to be noted that of "Castro Ursa," a man who gained a livelihood for many years by selling lottery tickets, doing dirty work for libertines and scoundrels, and playing the part of a public buffoon. He was celebrated for his impudence and lack of shame. For years he had been the common sport of street gamins and a source of indecent amusement to men who were not above enjoying the excesses which disgraced the days of Caligula. And yet this common buffoon, who was not a fool by any means, and who sold himself body and soul for the amusement of debauchees, left a fortune estimated at 700,000\$ to 1,000,000\$. How many honest, hard-working men are there who can boast of such a fortune?

—We learn that it has been resolved to liquidate the Beethoven Club, its debts aggregating about 30,000\$ and its assets (auctioneer's valuation) about 10,000\$. Its creditors are therefore asked to accept 30% of their claims against a society composed of a large number of swells and wealthy men, who ought to hold themselves personally responsible for the satisfaction of every claim. We are also informed that the men who have been prominent in the management of this club, will start another one at once.

—An important theft of jewellery from a lighter took place in this port a few days since. The packages arrived on the American steamer *Alliance*, and were to be sent south on a coasting steamer. The thieves succeeded in breaking into the lighter and helping themselves. The police happily succeeded in discovering the thieves and the stolen property, and the owners are so pleased with its recovery that they decline to prosecute. Everything, therefore, is all right and the best of feeling prevails. In a few days the scamps will break into another lighter, and then they will know how to evade the police.

#### PUBLICATIONS RECEIVED.

*Estado da Fabricação pelo Processo da Diffusão na Usina Duquerry em Guadalupe*, by Luiz de Castilho. Rio de Janeiro: Imprensa Nacional, 1889. The writer was commissioned by the minister of agriculture to visit some of the sugar estates on the island of Guadalupe for the purpose of studying the diffusion process in the manufacture of sugar. The process is simple and is doubtless a valuable contribution to the discussion of this very important subject.

*A Bíblia Sagrada: acompanhada do original Latino, ou "Vulgata," illustrada*. Oportor: Biblia Classica Illustrada de Herbert Cassels, 1889. A quarto illustrated edition of Figueiredo's translation of the Bible, accompanied by the Latin Vulgate. The specimen pages show that the book will be well printed and profusely illustrated, the prospectus specifying that the illustrations will number 900. The book will be sold complete, or in parts, the cost in Brazil being 6\$000 *foris*.

*Relatorio of the directors of the "Companhia Brasileira de Navegação a Vapor" for the fiscal year 1888-89*, presented at the general meeting of shareholders on the 1st inst. The report shows the company to be in a very prosperous condition, too good in fact to permit any use of its property and privilege for an amelioration with recent visionary schemes in the stock market. The company's books show a long list of shareholders —among them many widows and minors—who hold the stock as a safe investment. There are but very few such investments in Brazil at the present moment, and it is to be hoped that the directors of the Companhia Brasileira will not lose sight of this fact. We may note in this connection that the statement in the prospectus of the recently organized transatlantic company as to the acquisition of the Brazilian property was purely gratuitous, and was designed to flout the scheme.

*Le Brésil en 1889*: Paris: Librairie Charles Delagrave, 1889. This important work is from the pens of a number of prominent men in the world of Brazilian science and letters, and is really of much greater importance than the books usually prepared for international exhibitions. It has been prepared under the direction of Sr. F. J. de Sant' Anna Nery, who contributes several of the articles contained in the book, the more important of which are entitled "Slave Labor and Free Labor," "Commerce and Navigation," and "Literature." Perhaps the most important article in the book is that of Barão do Rio Branco, who contributes an admirable "Eulogy of Brazilian History," an article admirably written and wonderfully comprehensive. The scientific part comprises a general physical description of the empire by Copertino d'Almeida, Valle-Cabral and O. A. Derby (published in *Wares*); "Hydrography" by Barão de Teffé, "Climatology" by Henri Morize, "Mineralogy" by Henri Goebel, and "Railways" by Fernandus Pinheiro. This by no means comprehends all the important articles in this book of 700 pages, but our space forbids any further mention. The book is important enough to warrant careful examination.

#### FINANCIAL NOTES

—A new boot and shoe factory is announced, with a capital of 1,000,000\$ in shares of 200\$ each.

—A bank is about to be opened at S. Carlos do Pinhal, province of S. Paulo, under the auspices of the Conde do Pinhal.

—The organization of the Banco Commercial de Emissão Pelotense, of Pelotas, Rio Grande do Sul, has been completed.

—The clearing-house return for the past week shows that 486 cheques were received, representing an aggregate value of 9,447,299\$810.

—It is a little singular, but counterfeits of the 200\$ notes only just issued by the Banco Nacional were found in circulation on the 21st.

—A credit of 280,000\$ has been opened in the São Paulo provincial treasury for the payment of debts charged to past years (*exercícios fundas*).

—A joint-stock company has been organized here under the denomination of "Companhia de Calçado Nacional," for the manufacture of boots and shoes.

—A syndicate has been formed among certain banks and capitalists to take all the new shares of the Bank of Brazil which are not taken by the old shareholders. The premium paid, instead of going into one man's private pocket, will be paid into the bank's reserve fund.



	October 1
Shippers for United States during the week	48,000
do for Europe, etc. do do	23,000
Shipping clearances for the United States do	9,000
Steamer clearances do do do	29,000
Clearances for Europe and elsewhere do	4,000
Freights by steamer do do do	25 1/2
Steamers loading for United States do	1
<hr/>	
Stim & Santos this morning, island and bank	734,000
Stim for United States during week	6,000
do for Europe do do do	45,000
Shippers to United States do do do	5,000
do do Europe do do do	37,000
Market and: Good Average do do do	54 1/2
Steamers loading for United States do	1

San Carlos..... Newcastle 5 Sept

<i>San Carlos</i> .....	Newcastle	5 Sept
<i>Sulima</i> .....	Oporto	..
<i>Syphilis</i> .....	Wexmouth	17 Aug
<i>Thomis</i> .....	Liverpool	7 Aug
<i>Tunpaca</i> .....	Cardiff	7 Aug
<i>Tariffa</i> .....	Abo	28 Aug
<i>Theresa</i> .....	Pensacola	..
<i>Trinidad</i> .....	Oporto	..
<i>Union</i> (Stb.) .....	New York	..
<i>Vancouver</i> .....	Christiansd.	28 Aug
<i>Wm. H. Evenden</i> .....	Baltimore	16 Aug
<i>W. G. Russell</i> .....	Newport	..
<i>Yelawa</i> .....	Rosario	..

ARRIVALS OF FOREIGN STRAMERS.			
DATE	NAME	WHERE FROM	CONSIGNMENT
Oct. 1	Bessel th	Liverpool	Norton, M'w & C
2	Druid th	Glasgow	Do do
3	Kocla G	River Plate	Do do
4	Wienan Flinio th	do	J. & M. Lines & C
5	Bresk Fr	do	J. & M. Lines & C
6	V. B. Abies Fr	Bombay	S. Montoux
7	Magnolia th	River Plate	Phipps, Blov. & C
8	Ginta Gr	Rosario	E. Johnston & C
9	Albion th	Hamburg	do do
10	Chia G	do	do do
11	Kumtaka th	Littleton	Wilson Sons & C
12	Plato th	Rosario	Norton, M'w & C
13	Plato th	do	do do
14	Melina Aust	Santos	J. Bradshaw & C
15	John Rides Br	Liverpool	Wilson Sons & C
16	Hessley th	Santos	C. Gindgen & C
17	Pinto Alegre G	S. Francisco	do do
18	Nassimili th	Liverpool	Norton, M'w & C
19	Albion th	River Plate	Phipps Blov. & C
20	Equiana Fr	Santos	E. Meza
21	Ville de Ceard Ft	Santos	do

DEPARTURES OF FOREIGN STRAHERS.			
DAY.	NAME	WHITHER TO	CARGO
Oct. 22	Maitapon F.	Bombay	Coffee
23	Kuchi Cr.	Bombay	do
24	V. de St. George	India	do
25	Albion Prince Br	New Orleans	do
26	Aguia G.	Santhos	Sundries
27	Mangladesh Br	Stamington	do
28	Rhinokata Br	London	do
29	Wienzen Maria Ll	Genoa	do
30	Olives Hlg.	New York	Coffee
31	Wienzen Br	Rhen Plate	Sundries
1	Gizita G.	Santhos	do
2	Banta Isl	Santhos	do
3	Albion Prince	Tiestic	Coffee
4	John Kiler Br	Volpoum	Sundries
5	V. de St. Anes Pt	Santhos	do
6	Pinto Alegre G.	Hamm	Coffee
7	V. de St. Clair Pt	Hamm	do

## FOREIGN MARKETS

From Messrs. James Cook & Co's. Monthly Despatch,  
Jntal London, September 25th.

COFFEE.—Stocks in Europe and America have fallen to 142,000 tons, and it is thought that there will be a further

such a quantity would have been regarded as a maximum, but the monthly average during 1887-87 amounted to 213,000 tons. Gambling in coffee has become so universal that most contradictory statements come to hand. The general opinion now is that the production of coffee in the world is

that this position is strong, though there is still uncertainty as to the amount produced in the Brazil during 1887-89; estimates indicating a possibility of 8½ million bags Rio and Santos are adhered to, whilst others take a perfectly opposed view; 4 to 4½ million bags is a figure that at least must be reckoned upon as an export for the season 1887-90. The exports from the Brazil in 1887-88 was very short; the shipments—in spite of the heavy crop—during 1888-89, moderate, and now we are face to face with the promised small yield of 1889-90. Concerning the 1890-91 crop it is asserted that the September flowering has been bad, but the promise for the second flowering favourable.

The St. Domingo crop, reckoning imports from Haiti into France, [estimating the quantity still to arrive by the close of September] including shipments to and via United States, would amount for last season to 400,000 bags. Our friends are under the impression that the 1889-90 Coffee will be delivered fully one month later than that now terminating, and is likely to prove 350,000 bags, probably rather under than over this figure.

The Dutch sale on the 10th inst., consisting of 76,000 bales Java, 3,600 bales Menado, and 160 packages Padang, went handsly up to valuations. Good ordinary 52½ cents 87s 6d or 1½ cents above last sales rates.

	1887	1888	1889
Holland	1000	1000	1000

Antwerp .....	"	19,971	20,012	24,219
Hamburg.....	"	70,400	63,600	80,750

Bremen .....	"	7,586	5,893	5,422
Trieste.....	"	21,471	16,051	25,760
Copenhagen .....	"	2,662	2,351	2,290

Finnee.....	78,933	70,034	92,371
Total Continent.... tons	251,350	182,700	270,616

Great Britain.....	46,437	38,142	45,168
Total Europe..... tons	297,787	235,842	315,284

Six ports of U. S . . .	135,206	135,302	150,947
Total . . . . . tons	432,993	371,144	466,731

Holland..... tons			
40,578	18,570	20,815	

Antwerp .....	"	10,400	6,500	9,600
Hamburg. ....	"	26,000	15,083	17,400
Bremen .....	"	605	1,240	1,230

Trieste.....	"	6,755	5,075	6,530
Copenhagen.....	"	1,341	1,147	1,382
France.....	"	14,704	26,010	27,622

Total Continent. . . tons	132,383	74,554	94,599
Great Britain . . . . . "	26,322	13,949	23,350

Total Europe..... tons	158,705	88,494	117,868
ix Ports of U S.... "	38,261	15,528	23,290

Total .....	tons	196,966	104,022	141,158
<i>Deliveries for consumption, for eight months:</i>				

...ance, consumption... tous	42,332	43,795	39,971
...do export..... "	41,963	32,495	31,249

Total Continental..... tons	238,943	229,051	241,430
K. consumption.....	9,000	17,000	9,000

do half exports .. ..	11,415	14,877	10,022
Total Europe .....	250,150	257,106	260,167

United States, .....	118,002	137,612	143,870
Total..... tons	377,152	391,018	404,937

do in seven months	313,190	339,285	347,687
do in July	29,135	43,850	47,805
do in Aug.			

50	in Au <sub>25</sub> . . . . .	33,962	51,733	50,350
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October 26th, 1889.

<i>Capital</i>	<i>Capital paid up</i>	<i>Reserve fund</i>	<i>Companies</i>	<i>Dividend paid</i>	<i>Nominat value</i>	<i>Last rate</i>	<i>Closing quotation</i>
1,000,000	400,000	—	Açuc. Central de Vassouras .....	—	2000	1-28 1/2	100
3,000,000	1,000,000	—	" Associação Commercial .....	8 Jan.—July '91	2000	1-28 1/2	100
765,000	285,000	157,750	" Companhia Fumaneira .....	108 Jan.—July '91	2000	1-28 1/2	100
1,500,000	300,000	30,750	" Commercio e Lavagem .....	1 June—July '91	40	1-28 1/2	100
200,000	—	—	" Comercio e Industria .....	—	2000	1-28 1/2	100
500,000	150,000	—	" Condellim .....	—	2000	1-28 1/2	100
1,000,000	400,000	—	" Duas D. Pedro II .....	— Sept.—Oct.	2000	1-28 1/2	100
1,000,000	200,000	—	" Revolvere d'Arte e Crambe .....	8 Jan.—July '91	2000	1-28 1/2	100
2,000,000	1,000,000	—	" Sociedade de Obras Publicas .....	—	2000	1-28 1/2	100
150,000	30,000	—	" Fabrica de Brincos .....	—	2000	1-28 1/2	100
1,000,000	300,000	16,135	" Gloria Market .....	2 June—July '91	2000	1-28 1/2	100
1,000,000	400,000	—	" L. J. e Vigoroso Bateria .....	—	2000	1-28 1/2	100
250,000	200,000	250,000	" Industrial Financ. (Kingsley) .....	10 June—July '91	2000	1-28 1/2	100
500,000	200,000	—	" Levantina, Ind. & Colon .....	—	2000	1-28 1/2	100
1,000,000	1,000,000	—	" Nacional do Brasil .....	—	2000	1-28 1/2	100
100,000	55,000	—	" Nova Agricola .....	—	2000	1-28 1/2	100
700,000,000	70,000,000	15,500,000	" Petrolio, Agric. & Industria .....	1 June—Aug. '91	1000	1-28 1/2	100
1,000,000	300,000	—	" Petrolio Mineiro .....	—	1000	1-28 1/2	100
650,000	400,000	—	" Phosphato do Cal .....	—	1000	1-28 1/2	100
300,000	100,000	—	" Progresso Montano .....	2 June—July '91	2000	1-28 1/2	100
1,000,000	500,000	—	" Provedimento do Rio .....	—	2000	1-28 1/2	100
1,000,000	1,000,000	(2,400)	" Saviens Maritimos .....	6 June—July '91	2000	1-28 1/2	100
1,500,000	1,000,000	—	" S. Joze mineiro .....	—	1000	1-28 1/2	100

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OLD REGULAR LINE OF SAILING PACKETS  
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UNITED STATES AND BRAZIL PORTS  
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104 Wall St., New-York.

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**INSURANCE COMPANY, LIM'D**  
Capital..... £1,000,000 sterling  
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31, Rua General Camara. Telephone No. 427

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Fire Risks ..... Authorized 1870  
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**COMPANY.**  
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87, Rua Visconde de Inhamã.  
Telephone No. 194.

**ROYAL INSURANCE COMPANY,**  
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Capital..... £2,000,000  
Accumulated Funds... £6,000,000  
Insures against the risk of fire, houses, goods and merchandise at every kind of reduced rates.  
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Receives Goods in bond according to Table No. 7 of the custom house regulations.  
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Ship Chandlers and Commission Merchants  
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RIO DE JANEIRO  
Water supplied on short notice.

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STEAM PACKET COMPANY.

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TABLE OF DEPARTURES,  
1889

Date	Steamer	Destination
Oct. 27	Trent....	Santos, direct to Southampton and Antwerp calling at Lisbon (only).
" 31	Tamar....	Montevideo and Buenos Ayres.

This Company's steamers leave Southampton every alternate Thursday, and Rio de Janeiro, homeward, every alternate Tuesday.  
Insurance on freight shipped on these steamers can be taken out at the Agency.  
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MAIL STEAMSHIP CO.

CARRYING THE U. S. AND BRAZILIAN MAELS

**SAILINGS FOR NEW YORK:**  
ALLIANCE Captain Beers.... 7 Dec.  
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FINANCE " Baker.... 18 Jan 90

The fine packet  
**FINANCE,**  
Captain BAKER  
on return from Santos, will sail 9th November at 10 a.m. for  
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calling at  
BAHIA, PERNAMBUCO, MARANHAM,  
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ST. THOMAS

**Passage Rates**  
To Liverpool..... cabon storage  
New York..... \$220 ..... gold  
" & back... \$145 \$75 "  
" " " \$275 " "

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BETWEEN  
NEW ZEALAND and LONDON.

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Coptic..... October 3rd  
Jontic..... November 2th  
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Steamers superior in every respect and fitted out every convenience for the comfort of travellers. Call at "Terra Verde" and Plymouth.  
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UNDER CONTRACT WITH THE  
BELGIAN AND BRAZILIAN  
GOVERNMENTS.

**INTENDED SAILINGS FROM RIO.**  
**To New York:**  
Nasmyth..... Nov and  
**For Antwerp**  
calling at Southampton (for London)  
Wordsworth..... Oct 20th  
**For New Orleans:**  
Cyrene..... Oct 20th  
**For Southern coast Ports:**  
Cavour..... Weekly  
Chatham.....  
Canning.....  
or Cabral.....

Mails are closed as announced by the Post Office.  
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## DEPARTURES for LIVERPOOL.

Calling at Lisbon and Bordeaux.

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Potosi..... November 13th

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Regular Lines of Steam Packets between

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" River Plate  
" China, Japan  
" Australia

Departures from Rio de Janeiro on the 8th of each month to

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Passengers and cargo for all ports of the different lines accepted.

**Passage Rates:**  
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" Lisbon..... 1,000 " 150/000  
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HOMEWARDS—RIO to LONDON.  
Due at Rio de Janeiro.

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Kaikoura..... December 2nd  
Tongariro..... January 17th, '90

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BRANCHES IN THE RIVER PLATE:  
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Ditto, paid up..... £ 500,000  
Reserve Fund..... £ 150,000

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RIO GRANDE DO SUL, PELOTAS, PORTO ALEGRE,  
MONTEVIDEO, AND NEW YORK.

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Capital paid up..... £ 625,000  
Reserve fund..... £ 360,000

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London & River Plate Bank Limited..... Rome  
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Naples  
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Cadix  
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Tarragona  
Valencia  
and other cities in Spain and the Canary Islands  
Lisbon  
Oporto  
Montevideo  
Resano  
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This Bank draws and undertakes the collection of Bills on all Brazilian Ports.  
Days foreign exchange on all points. Grants letters of credit for travellers and for commercial purposes. Advances made on coffee and other merchandise in accordance with the statutes of the Bank, and transacts every other description of banking business.

THE CELEBRATED  
PETROPOLIS BEER.

[CERVEJA NACIONAL]

is unrivalled among the national products of Brazil and is equal to any of the imported articles. The widely known Petropolis brewery has now been in operation for

Twenty-one years

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**Agent wanted** by large Manufacturers for the sale of all kinds of Hosiery, Coffee Bags and Bagging, etc. Applications addressed "Juno," c/o J. W. Vickers, 5 Nicholas Lane, Lombard Street, London E.C. 4.

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Published every Monday.

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